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## Senate

The Senate met at 9 a.m. and was called to order by the President pro tempore [Mr. THURMOND].

### PRAYER

The Chaplain, Dr. Lloyd John Ogilvie, offered the following prayer:

Almighty God, thank You for the gift of vibrant confidence based on vital convictions. We are confident in Your unlimited power. Therefore, at no time are we helpless or hapless. Our confidence is rooted in Your Commandments. Therefore, we are strengthened by Your absolutes that give us enduring values. Our courage is based on the assurance of Your ever-present, guiding spirit. Therefore we will not fear. Our hope is rooted in trust in Your reliability. Therefore, we will not be anxious. Your interventions in trying times in the past have made us experienced optimists for the future. Therefore, we will not spend our energy in useless worry.

You have called us to glorify You in our work here in this Senate. Therefore, we give You our best for this day's responsibilities. You have guided our beloved Nation through difficult periods of discord and division in the past. Therefore, we ask for Your help in the present debate over crucial issues today. Thank You for the courage that flows from our unshakable confidence in You. In the name of Jesus. Amen.

### RESERVATION OF LEADER TIME

The PRESIDENT pro tempore. Under the previous order, the leadership time is reserved.

### MORNING BUSINESS

The PRESIDENT pro tempore. Under the previous order, there will now be a period for the transaction of morning business not to extend beyond the hour of 10:30 a.m.

Mr. CAMPBELL. Mr. President, I suggest the absence of a quorum.

The PRESIDENT pro tempore. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. BURNS. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. CAMPBELL). Without objection, it is so ordered.

The Senator from Montana is recognized.

Mr. BURNS. I thank the Chair.

(The remarks of Mr. BURNS pertaining to the introduction of S. 1453 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

Mr. BURNS. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mrs. FEINSTEIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mrs. FEINSTEIN. Mr. President, thank you very much.

### AIR TRAFFIC CONTROL FAILURES

Mrs. FEINSTEIN. Mr. President, I have asked my staff in California to begin to monitor air traffic control failures. They have started with the San Francisco Bay area, and I would like to make a report this morning on what they have found in the last 5 months.

The San Francisco Bay area is essentially controlled out of Oakland where nearly 18 million square miles of airspace is under control by air traffic controllers. Next week I would like to make a report on Los Angeles.

I sent this in writing to the Secretary of Transportation. But I believe the findings of the last 5 months really deserve to be printed in the CONGRES-

SIONAL RECORD and deserve the attention of the U.S. Senate because I think air passengers are very much at risk today.

I am unconvinced that the situation is being looked at with the urgency it demands, and my great fear is that it is going to take a major human tragedy to really get the kind of attention the situation needs.

This morning I want to urge the FAA to make the acquisition of new and reliable equipment its highest priority. In the past, the FAA has resisted incremental improvements in the Nation's air traffic control system in favor of huge changes that never materialize. This leaves centers across the United States that are operated by mainframe computers and vacuum tubes that are over 25 years old. The irony here is that the air equipment, the planes in the air, are new. The system that controls their safety is old and failing. Backup systems are being used more and more frequently, and in some cases the backup is no more reliable than the equipment it is replacing.

The following is a summary of incidents of equipment failure in the San Francisco Bay area since August of this year.

Let me begin with August 8, 1995. The Bay TRACON system located at the Oakland airport, controlling the entire bay area airspace at below 15,000 feet, experienced partial radar failure for 3 to 5 minutes before reliable radar data was displayed on controller scopes.

The next day, August 9, 1995, the air traffic control center at Oakland located in Fremont, covering 18.3 million miles of airspace, suffered a total failure of radar, radio, and landline communications, including backup systems. Radar remained out for 34 minutes. Radios and landlines were out for

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.



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